The BULLETIN OF THE BEAUX-ARTS INSTITUTE OF DESIGN

CORRESPONDING MEMBER SCHOOLS

SCHOOL YEAR 1951-1952

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AMERICAN INSTITUTE OF DECORATORS
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
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SOCIETE DES ARCHITECTES DIPLOMES P.G.F.
NATIONAL SCULPTURE SOCIETY

SOCIETIES COOPERATING

THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

JUNE 1952 VOL. XXVIII NUMBER FOUR SCHOOL YEAR 1951-1952

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LLOYD WARREN SCHOLARSHIP IN ARCHITECTURE 1952

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THE REPORTS OF THE JURY IN THE BULLETIN ARE PRESENTED AS AN UNOFFICIAL OPINION BY A MEMBER OF THE JURY DELEGATED FOR THIS PURPOSE, AND SHOULD NOT BE INTERPRETED AS THE COLLECTIVE OPINION OF THE JURY.

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THE BULLETIN OF THE
BEAUX-ARTS INSTITUTE OF DESIGN
VOL. XXVIII NUMBER FOUR SCHOOL YEAR 1951-1952

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THIRD SERIES SCHOLARSHIP IN ARCHITECTURE 1952

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BEAUX-ARTS INSTITUTE OF DESIGN
COMMITTEE ON SCHOLARSHIPS

1952 LLOYD WARREN SCHOLARSHIP
39th PARIS PRIZE IN ARCHITECTURE
115 EAST 40th ST., NEW YORK 16, N. Y.

EXERCISE COMPLETED IN 48 CONSECUTIVE HOURS
BEGINNING 9 A.M. JANUARY 12, 1952
ENDING 9 A.M. JANUARY 14, 1952

JUDGMENT ABOUT
JANUARY 22, 1952

A MAJOR RAILROAD STATION

FIRST PRELIMINARY EXERCISE

Program

A major railroad proposes to replace a terminal-type station (and its surface tracks) by a through-train station and subsurface tracks, and wishes to integrate the new station with a city subway and a suburban railroad terminal. The site available comprises two city blocks combined to form a superblock in the heart of the business section of a large city, measures 500 feet north and south by 750 feet east and west, and is bounded by Avenue North, Avenue South, Avenue East and Avenue West, each 100 feet wide, from property line to property line. All avenues carry 6 lanes of two-directional traffic.

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(B) The suburban railroad will bring 6 tracks into the site from the East. These are served by 3 platforms, 20 feet wide, 600 feet long, 46 feet on center, at elevation minus twenty-four feet, with the middle platform centered on the long axis of the site. The tracks will terminate 100 feet within the East boundary. The platforms will accordingly lie 100 feet within the site dimensions and 500 feet beyond them to the East.

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Departing and arriving passengers and services of the major railroad traffic will be handled on separate levels insofar as is possible.

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The Departing Concourse level may be at grade or one story below it, at level minus thirteen feet.

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Approach

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THE BULLETIN OF THE

BEAUX-ARTS INSTITUTE OF DESIGN

JUNE 1952 VOL. XXVIII NUMBER TEN SCHOOL YEAR 1951-1952

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Suburban R.R.

Passengers leaving the city by the suburban railroad (B) would normally proceed to a Suburban Ticket Hall, thence to the Suburban Concourse, both at level minus twenty-four feet, where 3 gates control their respective platforms. Minor Waiting and Baggage areas should be provided. Suburban passenger traffic should be as separate as practicable from the main railroad traffic, while maintaining connections with subway and surface transportation.

Parking Garage

The city proposes to build a municipal parking garage on the northwest corner of the intersection of Avenue North and Avenue East. It will be possible for persons leaving their cars in the garage to reach the station via an arcade below Avenue North, at level minus thirteen feet, the point at which this arcade enters the site is optional. The design or any indication of the garage is not part of this program.

Also outside the scope of this problem is the Main Post Office, located astride the tracks North of the site.

Baggage Handling

For the purposes of this problem, it will be assumed that baggage will be taken to and from the platform extremities by electric trucks via a baggage tunnel below track level. The tunnel will be connected by elevators to the Incoming and Outgoing Baggage Rooms, which could be located one over the other.

Suburban baggage handling will be along the platforms by truck.

Concessions

Commercial concessions, an important part of the financial structure of the station, should be so arranged as to be accessible without interfering with any traffic flow. They will include newspaper-candy stands, storage lockers, toilets, book shops, barber shops, restaurants bars, and their number and size are often limited o the space available.

Areas

The following data is approximate:

Ticket Hall	40,000 sq. ft. (ticket windo 200 lineal ft. by 20 ft. depth)
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Within the above set conditions, the architect is to develop a scheme which solves most simply and the basic problems of circulation involved. The mo portant considerations are:

(1) The directness and ease with which the various of transportation are related to each other with regard for the comfort of the passenger.

(2) The development of maximum efficiency of line of traffic without loss to any other.

(3) Directness of movement of the passenger with station.

REQUIRED: (sheet size 31" x 40")

1. Plan of area at ground level. Scale 1/64" to the
   Note: If departing concourse is below ground show both levels in this plan by dotted lines, et
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3. Two sections, at right-angles to each other, the explain the scheme. Scale 1/64" to the foot.
4. Isometric of area. Scale 1/128" to the foot.

All spaces are to be designated by name plan and not by a key.

---

to the

lloyd warren scholarship committee

beaux-arts institute of design

DECLARATION

I am a citizen of the United States of America, not married, and will be under 30 years of age on July 1,

I am qualified to enter this competition on the following basis: (Check one.)

(a) Scheduled to obtain degree in Architecture in June, 1952.

(b) Have obtained degree in Architecture.

(c) Have equivalent qualifications in practical experience.

I shall be prepared to submit legal evidence of the above immediately upon being notified of my selection second exercise.

Furthermore, I declare that this submission is entirely my own personal work and has been studied and execu me without help or assistance of any kind whatsoever.

Date..... Signature.....

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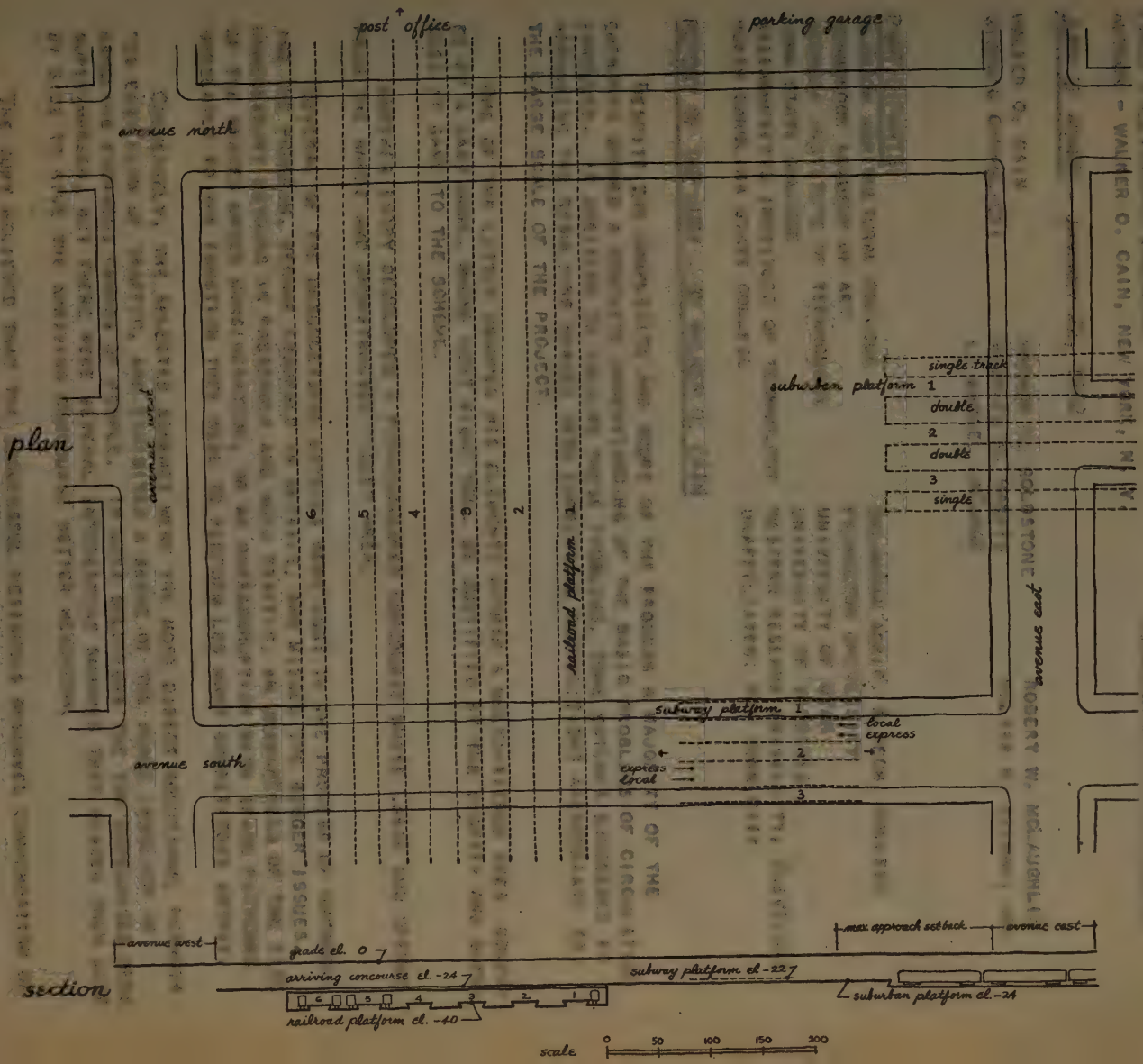
post office
parking garage
avenue north
avenue west
avenue south
avenue east
plan
suburban platform
single track
1
double
2
double
3
single
railroad platform
1
2
3
4
5
6
subway platform 1
local
express
2
express
local
3
avenue west
grade el. 0
arriving concourse el. -24
railroad platform el. -40
subway platform el. -22
suburban platform el. -24
max. approach set back
avenue east
section
scale
0
50
100
150
200

FIRST PRELIMINARY EXERCISE

A MAJOR RAILROAD STATION

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without help or assistance of any kind whatsoever.

Date..... Signature.....

1952 LLOYD WARREN SCHOLARSHIP (39TH PARIS PRIZE)
FIRST PRELIMINARY EXERCISE

A MAJOR RAILROAD STATION

AUTHOR - WALKER O. CAIN, NEW YORK, N. Y.

JURY OF AWARD - JANUARY 22, 1952

WALKER O. CAIN
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HARMON H. GOLDSTONE
MICHAEL M. HARRIS
L. BANCEL LAFARGE
ROBERT W. MCLAUGHLIN
WALTER H. KILHAM, JR.

PARTICIPANTS:

CLEMSON AGRICULTURAL COLLEGE
CRANBROOK ACADEMY OF ART
GEORGIA INSTITUTE OF TECHNOLOGY
IOWA STATE COLLEGE
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
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UNIVERSITY OF VIRGINIA
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNAFFILIATED: NEW YORK CITY

REPORT OF THE JURY - BY WALKER O. CAIN

DESPITE THE COMPLEXITY AND SCOPE OF THE PROGRAM A MAJORITY OF THE ENTRANTS SHOWED A COMPLETE UNDERSTANDING OF THE BASIC PROBLEMS OF CIRCULATION INVOLVED. IN ADDITION TO SOLVING THESE PROBLEMS, SOME ENTIRES SUCCEEDED IN ARRANGING THE RESULTING SPACES INTO EXPRESSIVE COMPOSITIONS APPROPRIATE TO THE LARGE SCALE OF THE PROJECT.

ONE OF THE LATTER GROUPED HIS ELEMENTS WITHIN A MULTI-TIERED AREA COVERED BY A VAST DOME, WHOSE COST MIGHT WELL BE JUSTIFIED BY THE DIGNITY AND OPENNESS IT GAVE TO THE SCHEME.

ANOTHER ENTRY DEVELOPED A FUNNELOSHAPED CONCOURSE WHOSE LARGE END OPENED FROM THE AMPLE AND UNOBSTRUCTED TICKET AREA.

SEVERAL OF THE UNSUCCESSFUL ENTRIES WERE LOST IN THE PROCESS OF UNTANGLING THE PROGRAM, BECAME ABSORBED IN DETAILS, AND MISSED THE BIGGER ISSUES. UNNECESSARY DETOURS IN PASSENGER AND AUTO TRAFFIC, AN UNAWARENESS OF THE SIZE OF THE SPACES UNDER CONSIDERATION, OR AN OVERABSROPTION WITH SPACE PATTERNS UNRELATED TO THE FUNCTION THEY WERE TO PERFORM LED MANY COMPETITORS ASTRAY.

CONVERSELY, THE SELECTED SCHEMES WERE THE MOST DIRECT SOLUTIONS, PERMITTED EASY FLOW OF TRAFFIC, AND EXHIBITED A SENSE OF THE SCALE INVOLVED IN HANDLING ENORMOUS CROWDS OF PEOPLE. IN MOST SOLUTIONS THE TWO CONCOURSES WERE SUPERIMPOSED, BUT THERE WERE SEVERAL INTERESTING SCHEMES THAT PLACED THEM SIDE BY SIDE TO GIVE THE ARRIVING CONCOURSE BETTER HEADROOM.

THE JURY BELIEVED THAT THE SUCCESSFUL DESIGNERS DESERVED COMMENDATION ON HAVING MET A DIFFICULT PROBLEM WELL.

SUMMARY OF AWARDS:

20 SELECTED 56 TOTAL SUBMITTED

SELECTED FOR SECOND PRELIMINARY:

CLEMSON AGRIC. COLLEGE: E. R. CARROLL, JR., M. MCMILLAN
CRANBROOK ACADEMY OF ART: W.KENT COOPER, JR.
GEORGIA INSTITUTE OF TECHNOLOGY: R.C.BAHR, E.C.ECKLES, K.H.WONG
IOWA STATE COLLEGE: R.H.BROM, H.HEEMSTRA, G.A.HUDSON
MASSACHUSETTS INSTITUTE OF TECHNOLOGY: J.FLEISHMAN
NORTH CAROLINA STATE COLLEGE: E.H.SHIRLEY
OKLAHOMA AGRIC. & MECH. COLLEGE: O.S.L.LIM, J.J.MCGRAW
PRINCETON UNIVERSITY: A.P.MORGAN,JR., E.B.REED, W.H.SHORT, K.A.UNDERWOOD.
UNIVERSITY OF VIRGINIA: A.A.TAPPE
WESTERN RESERVE UNIVERSITY, CLEVELAND: A.H.LAHM.
UNAFFILIATED: NEW YORK, N.Y.: B.ROTHZEID

BEAUX-ARTS INSTITUTE OF DESIGN

COMMITTEE ON SCHOLARSHIPS

1952 LLOYD WARREN SCHOLARSHIP
39TH PARIS PRIZE IN ARCHITECTURE
115 EAST 40TH STREET, NEW YORK 16

EXERCISE COMPLETED IN 48 CONSECUTIVE HOURS BEGINNING 9 A.M. MARCH 1 AND ENDING 9 A.M. MARCH 3, 1952.

JUDGMENT ABOUT MARCH 13, 1952

THE CONCOURSE FOR A LARGE RAILROAD STATION SECOND PRELIMINARY EXERCISE

YOU ARE AN ARCHITECT COMMISSIONED TO DESIGN A MAJOR RAILROAD STATION LOCATED IN THE MIDDLE WEST, AND HAVE ARRIVED AT AN APPROVED SOLUTION TO THE BASIC PROBLEMS OF CIRCULATION INVOLVED, AND ARE BEGINNING TO EXPLORE SPECIFIC AREAS IN GREATER DETAIL.

THIS PROBLEM CONCERNS THE INTERIOR DESIGN OF THE GRAND CONCOURSE INCLUDING THE LOCATION OF THE TICKET BOOTHS AND INFORMATION CENTER. SUITABLE CONCESSIONS (SUCH AS TELEPHONE BOOTHS, TELEGRAPH OFFICE, NEWS AND MAGAZINE STANDS, NOVELTY, SOUVENIR COUNTERS, LUNCH SNACK BARS, ETC.) SHOULD BE INCLUDED WITHIN THIS AREA.

THE CONCOURSE IS LOCATED AT STREET LEVEL AND THE MAIN APPROACH IS FROM THE NORTH. NEAR THIS SAME END OF THE ROOM ARE SECONDARY ENTRANCES FROM THE EAST AND WEST. AT THE FAR OR SOUTH END IS THE ENTRANCE GIVING ACCESS TO THE TRACKS. ON THE EAST SIDE OF THE CONCOURSE TOWARDS THE SOUTH END, AN ENTRANCE TO THE BAGGAGE ROOM IS TO BE PROVIDED, AND, ON THE WEST SIDE, AN ENTRANCE TO THE WAITING ROOMS. ACCESS TO THESE AREAS SHOULD BE INDICATED ON THE PLAN.

PERSONS LEAVING THE CITY BY TRAIN WOULD PURCHASE TICKETS, CHECK THROUGH ITEMS AT THE ADJACENT BAGGAGE DESK ROOM AND GO EITHER TO A WAITING AREA, ALSO OFF THE CONCOURSE, OR DIRECTLY TO THE TRAINS. THEY SHOULD BE ABLE TO DO THIS WITH A MINIMUM OF EFFORT AND DISTANCE TRAVERSED. ENTERING BY ANY OF THE THREE APPROACHES, A PERSON SHOULD BE ABLE TO GRASP THE PLAN AT A GLANCE AND BE ABLE TO PROCEED WITH THE ROUTINE PRELIMINARY TO BOARDING A TRAIN WITHOUT SEEKING INFORMATION. SPECIAL ASSISTANCE WILL BE AVAILABLE, HOWEVER, AT A PROMINENTLY LOCATED INFORMATION CENTER. ARRIVING PASSENGERS WOULD ALSO USE THIS SPACE. EN ROUTE FROM TRAIN TO BUS OR TAXI, THEY MIGHT STOP AT THE BAGGAGE ROOM, ARRANGE OTHER RAIL TRANSPORTATION HERE, AND GET SCHEDULES OR INFORMATION AT THE INFORMATION CENTER.

THE LOCATION AND DISPOSITION OF 20 PLACES AT TICKET WINDOWS OR COUNTERS SHALL BE SHOWN, ALLOWING A TOTAL OF SIX FEET FOR EACH, A TOTAL OF APPROXIMATELY 120 LINEAR FEET. DEPENDING ON THE LOCATION CHOSEN, THE AREA OF THE SERVICE SECTION BEHIND THE TICKET COUNTER SHALL NOT REDUCE THE FREE AREA OF THE GRAND CONCOURSE WHICH SHALL BE 30,000 SQUARE FEET.

THE HEIGHT AND SHAPE OF THE ROOM ARE CONTROLLED ONLY BY DESIGN CONSIDERATIONS - NOTHING IS TO BE BUILT OVER THE CONCOURSE.

OF EQUAL IMPORTANCE WITH THE PROBLEM OF THE TRAFFIC WITHIN THIS SPACE IS THAT OF WHAT CHARACTER IT IS TO HAVE. THIS WILL INVOLVE DECISIONS AS TO FORM, VOLUME, LIGHTING, SOUND TREATMENT, COLOR, TEXTURE, MATERIALS, ETC., WHICH WHEN TAKEN TOGETHER SHOULD PRODUCE A CALCULATEDLY APPROPRIATE EFFECT UPON A TRAVELER. THE CLIENT HAS SPECIFIED THAT THE DESIGN PHILOSOPHY FOR THE STATION GO BEYOND ATTENTION TO FUNCTION ALONE, AND WISHES THE ARCHITECT TO INTEGRATE THE WORK OF THE PAINTER AND SCULPTOR WITH HIS AND THE ENGINEER'S.

REQUIRED: (SHEET SIZE 31" X 40")

1. PLAN OF THE GRAND CONCOURSE AT THE SCALE OF 1/32" TO THE FOOT.

2. ONE CROSS SECTION - SCALE 1/8" TO THE FOOT.

3. PERSPECTIVE (IN COLOR) OF THE INTERIOR OF THIS SPACE, AT AS LARGE A SCALE AS POSSIBLE SHOWING AT LEAST TWO AND PERHAPS THREE SIDES OF THE ROOM.

NOTE: A SIGNED DECLARATION MUST BE SUBMITTED WITH DRAWING TO QUALIFY FOR JUDGMENT.

DRAWINGS SHOULD BE IDENTIFIED IN THE LOWER RIGHT-HAND CORNER, BY PRINTING THE NAME OF THE COMPETITOR, SCHOOL, SUBJECT OF COMPETITION.

1952 LLOYD WARREN SCHOLARSHIP (39TH PARIS PRIZE)
SECOND PRELIMINARY EXERCISE THE CONCOURSE FOR A LARGE RAILROAD STATION
AUTHOR - WALTER H. KILHAM, JR., NEW YORK, N.Y.

JURY OF AWARD - MARCH 19, 1952

GIORGIO CAVAGLIERI
ARTHUR S. DOUGLASS, JR.
HARMON H. GOLDSTONE
MICHAEL M. HARRIS
KENNETH K. STOWELL

PARTICIPANTS:

CLEMSON AGRIC. & MECH. COLLEGE
CRANBROOK ACADEMY OF ART
GEORGIA INSTITUTE OF TECHNOLOGY
IOWA STATE COLLEGE
MASSACHUSETTS INST. OF TECHNOLOGY
NORTH CAROLINA STATE COLLEGE
OKLAHOMA AGRIC. & MECH. COLLEGE
PRINCETON UNIVERSITY
UNIVERSITY OF VIRGINIA
WESTERN RESERVE UNIVERSITY, CLEVELAND
UNAFFILIATED:
NEW YORK, N. Y.

REPORT OF THE JURY - HARMON H. GOLDSTONE

THE JURY FELT THAT WITH SUCH SIMPLE AND CLEARLY STATED REQUIRED PLAN ELEMENTS, THERE WAS LITTLE EXCUSE FOR DEVELOPING FORCED AND COMPLEX SCHEMES OF CIRCULATION. A FEW SOLUTIONS DIVIDED THE TICKET WINDOWS INTO TWO OR MORE GROUPS; THIS MIGHT BE JUSTIFIED ON THE ASSUMPTION OF DIFFERENT LOCAL AND LONG DISTANCE RAILROADS BUT WOULD CERTAINLY MAKE FOR MORE DIFFICULT ADMINISTRATION. THIS DIVISION WAS PARTICULARLY BAD WHEN THE TICKET WINDOWS WERE CROWDED CLOSE TO THE MAIN ENTRANCES AND DID NOT ALLOW ADEQUATE SPACE FOR QUEUES TO FORM. THE JURY LIKED PLANS WHERE THE CIRCULATION WAS CLEAR, AMPLE, OPEN AND DIRECT.

WITH A PROGRAM SUCH AS THIS, THE MAIN EMPHASIS IN JUDGING WAS, NATURALLY, ON THE PROPORTION, SCALE, CHARACTER, AND LIGHTING OF A MONUMENTAL INTERIOR SPACE. THOUGH THIS WAS, IN A SENSE, A "DECORATIVE PROBLEM", THE JURY ALSO CONSIDERED THE EXPRESSION OF REASONABLY DESIGNED AND PROPERLY SCALED STRUCTURAL ELEMENTS OVER SO LARGE A SPAN. THEY PARTICULARLY LIKED DESIGNS THAT MADE AN HONEST DECORATIVE FEATURE OF THE CONSTRUCTION SCHEME. A FEW OF THE CONTESTANTS, HOWEVER, WERE SO CARRIED AWAY BY THIS IDEA THAT THEY DEVELOPED UNNECESSARILY COMPLICATED AND SOMEWHAT FANTASTIC STRUCTURAL SYSTEMS.

SOME PRESENTATIONS SHOWED A DISPARITY IN SCALE BETWEEN THE SECTION AND THE PERSPECTIVE, APPARENTLY DUE TO FAKING OF THE HUMAN SCALE FIGURES OR TO A POOR CHOICE OF THE PERSPECTIVE VIEWPOINT.

SUMMARY OF AWARDS:

12 SELECTED FOR FINAL 20 TOTAL SUBMITTED

SELECTED FOR FINAL COMPETITION:

M. McMILLAN	CLEMSON AGRICULTURAL COLLEGE
E.C.ECKLES	GEORGIA INSTITUTE OF TECHNOLOGY
K.H.WONG	GEORGIA INSTITUTE OF TECHNOLOGY
R.H.BROM	IOWA STATE COLLEGE
H.HEEMSTRA	IOWA STATE COLLEGE
C.H.BONEY	NORTH CAROLINA STATE COLLEGE
E.H.SHIRLEY	NORTH CAROLINA STATE COLLEGE
A.P.MORGAN, JR.	PRINCETON UNIVERSITY
H.JAMGOCHIAN	PRINCETON UNIVERSITY
W.H.SHORT	PRINCETON UNIVERSITY
K.A.UNDERWOOD	PRINCETON UNIVERSITY
A.A.TAPPE	UNIVERSITY OF VIRGINIA

[illegible]

[illegible]

[illegible]	[illegible]
[illegible]	[illegible] COLLEGE
[illegible]	[illegible] TECHNOLOGY
[illegible]	[illegible] TECHNOLOGY
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible] STATE COLLEGE
[illegible]	[illegible] STATE COLLEGE
[illegible]	[illegible] UNIVERSITY
[illegible]	[illegible] UNIVERSITY
[illegible]	[illegible] UNIVERSITY
[illegible]	[illegible] UNIVERSITY
[illegible]	[illegible] OF VIRGINIA

BEAUX-ARTS INSTITUTE OF DESIGN
COMMITTEE ON SCHOLARSHIPS

1951-1952 39TH PARIS PRIZE IN ARCHITECTURE
115 EAST 40TH STREET, NEW YORK 16, N.Y.

EXERCISE - 9 A.M., MARCH 29, 1952
TO 9 A.M. APRIL 7, 1952.

JUDGMENT ABOUT APRIL 21, 1952

A UNIVERSITY ENGINEERING SCHOOL
AUTHOR - BENJAMIN LANE SMITH, NEW YORK

FINAL COMPETITION
1952 - LLOYD WARREN SCHOLARSHIP

A MIDWESTERN UNIVERSITY PLANS TO REPLACE ITS PRESENT ENGINEERING SCHOOL FACILITIES, WHICH ARE OUTMODED AND SCATTERED ABOUT THE CAMPUS, WITH A NEW BUILDING OR GROUP OF BUILDINGS, TO BE KNOWN AS THE "UNIVERSITY ENGINEERING SCHOOL." THE SCHOOL WILL PROVIDE UNDERGRADUATE AND GRADUATE TRAINING IN ENGINEERING FOR APPROXIMATELY 450 MEN AND 50 WOMEN STUDENTS, AND A LIMITED AMOUNT OF RESEARCH FACILITIES. ENGINEERING STUDENTS WILL, HOWEVER, USE THE OTHER SCHOOLS OF THE UNIVERSITY FOR TRAINING IN THE BASIC SCIENCES AND HUMANITIES.

THE NEW ENIGNEERING SCHOOL BUILDING OR BUILDINGS WILL HOUSE THE FOLLOWING DEPARTMENTS:

1. CIVIL AND SANITARY ENGINEERING
2. MECHANICAL ENGINEERING
3. ELECTRICAL ENGINEERING
4. CHEMICAL ENGINEERING.

THE SCHOOL SHOULD PROVIDE LABORATORIES, CLASSROOM FACILITIES, LECTURE ROOMS, DRAFTING ROOMS, FACULTY OFFICES AND AN ENGINEERING LIBRARY WHICH WILL OPERATE AS A BRANCH OF THE CENTRAL UNIVERSITY LIBRARY.

THE UNIVERSITY AUTHORITIES SOLICIT THE ARCHITECT'S ADVICE AS TO WHETHER THE SCHOOL SHOULD BE A SINGLE BUILDING OR A GROUP OF BUILDINGS, AND ALSO REGARDING THE HEIGHT OF THE BUILDING OR BUILDINGS. HOWEVER, SINCE FUNDS MUST BE RAISED FOR THE PROJECT, THOUGHT SHOULD BE GIVEN TO THE POSSIBILITY THAT THE TOTAL PROJECT MAY OF NECESSITY HAVE TO BE BUILT IN STAGES. THE LABORATORIES WOULD CARRY THE HIGHEST PRIORITY.

THE APPROXIMATE AREA REQUIREMENTS ARE AS FOLLOWS:

CIVIL AND SANITARY ENGINEERING LABORATORY

A) TESTING MATERIALS LABORATORY. 7,500 SQ.FT. OF FLOOR AREA WITH A 16 FT. CLEAR CEILING HEIGHT TO HOUSE STANDARD TESTING MACHINES. OVERHEAD CRANES ARE REQUIRED FOR HANDLING MATERIALS AND MACHINES.

B) HYDRAULICS LABORATORY. 7,500 SQ.FT. OF FLOOR AREA WITH A 16 FT. CLEAR CEILING HEIGHT TO HOUSE HYDRAULICS TESTING APPARATUS SUCH AS FLUMES, TANKS, ETC.

C) SOILS MECHANICS LABORATORY. 1,000 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT, HOUSING BENCH TYPE OF SOIL TESTING EQUIPMENT.

D) INSTRUMENT AND EQUIPMENT STORAGE ROOM. 600 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

(CONTINUED)

MECHANICAL ENGINEERING LABORATORY

A) SHOPS. 7,500 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT TO HOUSE MACHINES USED IN THE TRAINING OF MACHINE SHOP PRACTICES.

B) POWER LABORATORY. 5,000 SQ.FT. OF FLOOR AREA WITH A 16 FT. CLEAR CEILING HEIGHT, HOUSING ENGINES, COMPRESSORS, PUMPS, REFRIGERATING EQUIPMENT, ETC.

C) GAS ENGINE LABORATORY. 2,500 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT, HOUSING GAS ENGINE TESTING EQUIPMENT.

D) INSTRUMENT STORAGE ROOM. 400 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

E) STOCK ROOM. 400 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

ELECTRICAL ENGINEERING LABORATORY

A) POWER LABORATORY. 6,000 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT, HOUSING MOTORS, GENERATORS, TRANSFORMERS, SWITCH GEAR, ETC.

B) ELECTRONICS LABORATORY. 2,000 SQ.FT. OF FLOOR AREA WITH 12 FT. CLEAR CEILING HEIGHT.

C) COMPUTER LABORATORY. 1,000 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT FOR RESEARCH ON ELECTRONIC COMPUTERS.

D) INSTRUMENT STORAGE AND REPAIR SHOP. 600 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

CHEMICAL ENGINEERING LABORATORY

A) UNIT OPERATIONS LABORATORY. 5,000 SQ.FT. OF FLOOR AREA WITH A 25 FT. CLEAR CEILING HEIGHT, WITH OVERHEAD CRANE FACILITIES.

B) HIGH PRESSURE LABORATORY. 600 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

C) LOW TEMPERATURE LABORATORY. 400 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

D) CHEMISTRY LABORATORIES. 2,000 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT FOR BENCH TYPE OF LABORATORY USE.

E) STORAGE OF CHEMICALS AND GLASSWARE. 800 SQ.FT. OF FLOOR AREA WITH A 12 FT. CLEAR CEILING HEIGHT.

(CONTINUED)

SPECIAL RESEARCH FACILITIES

AN AREA OF APPROXIMATELY 15,000 SQ.FT. ON THE SITE SHOULD BE RESERVED TO PERMIT THE FUTURE BUILDING OF SPECIAL RESEARCH UNITS FOR GOVERNMENT OR CORPORATION FINANCED RESEARCH.

FACULTY OFFICES

ADMINISTRATIVE OFFICES FOR DEAN, ASSISTANT DEAN, RECORDS AND OTHER CLERICAL WORK, APPROXIMATELY 3,000 SQ.FT.

FACULTY OFFICES. 16 SINGLE OFFICES FOR PROFESSORS; 10 OFFICES FOR ASSISTANT PROFESSORS HOUSING TWO IN EACH; 5 OFFICES FOR INSTRUCTORS HOUSING FOUR IN EACH; OFFICE FOR STENOGRAPHIC POOL.

NOTE: THE DEAN OF THE SCHOOL PREFERS THAT THE OFFICES BE GROUPED TO ENCOURAGE AN INTERCHANGE OF IDEAS.

CLASSROOMS, ETC.

14 CLASSROOMS EACH TO SEAT A MAXIMUM OF THIRTY STUDENTS; 2 LECTURE ROOMS, EACH SEATING ONE HUNDRED; 4 DRAFTING ROOMS EACH 2,500 SQ.FT.; 6 SEMINAR ROOMS OF 200 SQ.FT. EACH. THESE FACILITIES TO BE USED JOINTLY BY ALL DEPARTMENTS.

LIBRARY

READING ROOM, 2,000 SQ.FT.; STACK AREA, 2,500 SQ.FT. (MAY BE ON MORE THAN ONE LEVEL); OFFICES FOR LIBRARIAN AND ASSISTANT LIBRARIAN; LIBRARY WORKROOM.

OTHER COMMON FACILITIES

PROVIDE TOILET FACILITIES, FIRST AID FACILITIES, LOCKER AND SHOWER ROOMS, COAT ROOM FACILITIES, ETC. AS REQUIRED.

PARKING SPACE FOR 75 CARS AND TRUCK DELIVERY FACILITIES.

USE

THE LIBRARY WILL REMAIN OPEN IN THE EVENING AND ON SUNDAY, WHILE IT IS PLANNED TO RESTRICT THE USE OF THE LABORATORIES AND THE CLASSROOMS TO DAYTIME USE ONLY, EXCEPT FOR CERTAIN RESEARCH PROJECTS WHICH MAY BE CARRIED ON IN THE LABORATORIES AT ALL TIMES.

SITE

THE SITE IS A LEVEL, PARTLY WOODED PLOT JUST SOUTH OF THE MAIN CAMPUS. IT MEASURES 600 FT. BY 600 FT. WITH A PRINCIPAL STREET ALONG THE NORTH SIDE. MINOR RESIDENTIAL STREETS ABUT THE PROPERTY ON THE OTHER THREE SIDES.

SUCH SERVICES AS STEAM, WATER, GAS AND ELECTRICITY WILL BE BROUGHT TO THE SITE FROM THE CENTRAL POWER PLANT OF THE UNIVERSITY.

(CONTINUED)

REQUIRED: (SHEET SIZE 31" x 40")

PLAN OF SITE SHOWING GROUND FLOOR PLAN OF BUILDING OR BUILDINGS AT THE SCALE OF 1/32" TO THE FOOT.

ALL OTHER FLOOR PLANS AT THE SCALE OF 1/32" TO THE FOOT. IDENTICAL FLOOR PLANS NEED NOT BE REPEATED BUT MUST BE NOTED. BASEMENT PLAN NOT REQUIRED.

A SECTION WHICH BEST ILLUSTRATES THE SCHEME AT 1/32" SCALE.

ELEVATION OF BUILDING OR BUILDINGS FROM PRINCIPAL STREET AT THE SCALE OF 1/32" TO THE FOOT.

ISOMETRIC OR SKETCH PERSPECTIVE AT ANY SCALE.

IT IS SUGGESTED THAT FOR CONVENIENCE OF COMPARISON IN JUDGING, THE TOP OF THE SHEET SHALL BE CONSIDERED AS SOUTH AND ALL PLANS SHALL CONFORM TO THIS ORIENTATION.

ALL ELEMENTS TO BE DESIGNATED BY NAME NOT BY LETTER OR KEY.

FINAL DRAWING SHALL BE SIGNED WITH A "NOM DE PLUME" IN THE LOWER RIGHT-HAND CORNER, AND THE SAME SYMBOL PLACED ON THE OUTSIDE OF A SEALED ENVELOPE CONTAINING DECLARATION OF COMPETITOR.

END

1952 LLOYD WARREN SCHOLARSHIP (39TH PARIS PRIZE)
FINAL COMPETITION
A UNIVERSITY ENGINEERING SCHOOL
AUTHOR - BENJAMIN LANE SMITH, NEW YORK, N.Y.

JURY OF AWARD - APRIL 22, 1952

CHARLES W. BEESTON
WALKER O. CAIN
GIORGIO CAVAGLIERI
HARMON H. GOLDSTONE
ARTHUR S. DOUGLASS, JR.
JEDD S. REISNER
WALTER H. KILHAM, JR.
DANEIL SCHWARTZMAN
BENJAMIN LANE SMITH
JULES GREGORY

PARTICIPANTS:
CLEMSON AGRICULTURAL COLLEGE
GEORGIA INSTITUTE OF TECHNOLOGY
IOWA STATE COLLEGE
NORTH CAROLINA STATE COLLEGE
PRINCETON UNIVERSITY
UNIVERSITY OF VIRGINIA

REPORT OF THE JURY - DANIEL SCHWARTZMAN

THE JURY WAS UNANIMOUS IN AWARDING THE PRIZE TO E.H.SHIRLEY OF NORTH CAROLINA STATE COLLEGE, WHOSE PROBLEM HAD A CLEARLY STATED DOMINANT IDEA.

THIS PROBLEM SHOWED A CAREFUL ORGANIZATION OF THE ELEMENTS WITH A JUDICIOUS USE OF MULTIOSTORIES TO CREATE AN EXCELLENT RELATIONSHIP OF THE BUILDINGS TO THE SITE. EACH BUILDING UNIT WAS CORRECTLY RELATED TO SPACES OF SIMILAR USE, SUCH AS, THE DRAFTING ROOM, CLASS ROOMS, LABORATORIES AND HEAVY EQUIPMENT FACILITIES, AND THE LOCATION OF THE FUTURE DEVELOPMENT WAS VERY WELL CONSIDERED.

THE FACULTY OFFICES OUTSIDE OF THE MAIN PATTERN OF CIRCULATION BUT STILL WELL RELATED TO THE CLASS ROOMS AND LABORATORY ELEMENTS WAS EXCELLENT, AND THE LOCATION OF THE SERVICE AREA AND THE DISTRIBUTION OF PARKING WAS INTELLIGENTLY PLANNED.

THE VISTA THROUGH THE ENTIRE SITE CREATED BY THE LOW LINK BUILDING AS WELL AS THE CLEARLY INDICATED LOCATION OF THE GENERAL MAIN ENTRANCE AND THE QUIET COURT OUTSIDE OF THE CENTRALLY LOCATED LIBRARY WERE ALL CONSIDERED TO BE EXCELLENT PHASES OF THE SOLUTION.

IN THE DESIGN OF HIS ELEVATIONS, MR. SHIRLEY ACHIEVED GOOD RELATIONSHIP BETWEEN OPEN FENESTRATION AND SOLID WALL AREAS. HE SHOWED EXCELLENT TASTE IN THE SELECTION OF DETAIL AND THE WHOLE PROBLEM WAS CLEARLY PRESENTED IN A TECHNIQUE FREE OF OSTENTATIOUS RENDERING.

THE PROBLEM BY C. H. BONEY, OF NORTH CAROLINA STATE COLLEGE, SELECTED AS AN ALTERNATE, WAS THE BEST OF THE SOLUTIONS USING ALL SINGLE STORY STRUCTURES. THE BUILDING ELEMENTS WERE WELL DISPOSED ON THE SITE AND ALSO WERE PROPERLY RELATED AS TO FUNCTION. IN THE EXTERIOR DESIGN, MR. BONEY ACHIEVED THE LOOK OF A GOOD CONTEMPORARY EDUCATION INSTITUTION.

THE JURY THOUGHT THAT THE DOUBLE LECTURE ROOM DIRECTLY ACCESSIBLE TO THE MAIN LOBBY FOR EVENING FUNCTIONS WAS ESPECIALLY COMMENDABLE.

THE MAIN ENTRANCE LOBBY WAS ESPECIALLY GOOD AND LED TO A VERY GOOD CIRCULATION PATTERN THROUGH ALL THE ELEMENTS OF THE PROBLEM. THE PARKING AND SERVICE DISTRIBUTION WERE WELL CONSIDERED.

THE LOCATION SELECTED FOR BUILDINGS FOR FUTURE DEVELOPMENT, WOULD UNNECESSARILY IMPACT THE SITE; THE FACULTY WING BREAKING UP WHAT MIGHT HAVE BEEN AN ATTRACTIVE LARGE COURT AREA, AS WELL AS THE WESTERN EXPOSURE FOR THE DRAFTING ROOM WERE CONSIDERED SOME OF THE WEAK POINTS IN THIS SOLUTION.

SUMMARY OF AWARDS:

12 SUBMISSIONS IN THE FINAL COMPETITION.

1952 LLOYD WARREN SCHOLARSHIP, 39TH PARIS PRIZE AWARDED TO:

E. H. SHIRLEY, NORTH CAROLINA STATE COLLEGE

ALTERNATE: C. H. BONEY, NORTH CAROLINA STATE COLLEGE.

INDEX OF REPRODUCTIONS:

1952 LLOYD WARREN SCHOLARSHIP, 39TH PARIS PRIZE IN ARCHITECTURE

E. H. SHIRLEY, NORTH CAROLINA STATE COLLEGE

40. FIRST PRELIMINARY EXERCISE - A MAJOR RAILROAD STATION
41. SECOND PRELIMINARY EXERCISE - THE CONCOURSE FOR A LARGE RAILROAD STATION
42. FINAL COMPETITION - AN UNIVERSITY ENGINEERING SCHOOL

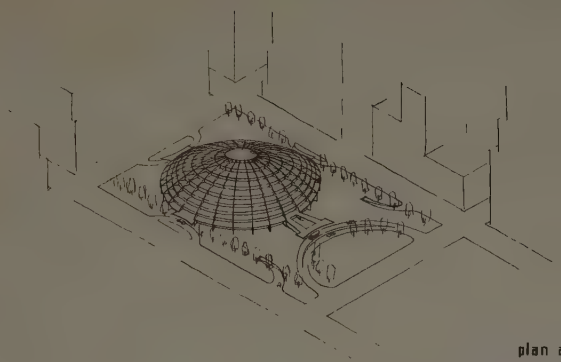
ALTERNATE - 1952 LLOYD WARREN SCHOLARSHIP

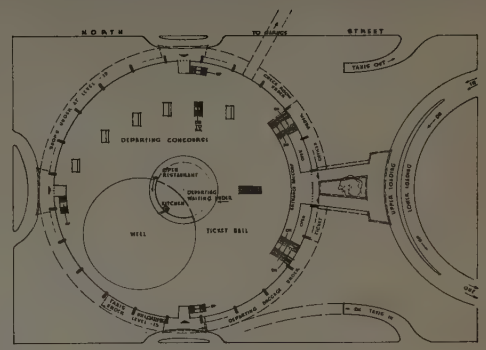
C. H. BONEY, NORTH CAROLINA STATE COLLEGE

43. SECOND PRELIMINARY EXERCISE - THE CONCOURSE FOR A LARGE RAILROAD STATION
44. FINAL COMPETITION - AN UNIVERSITY ENGINEERING SCHOOL

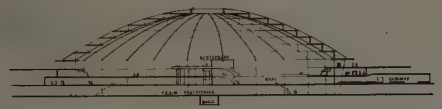
1952

isometric

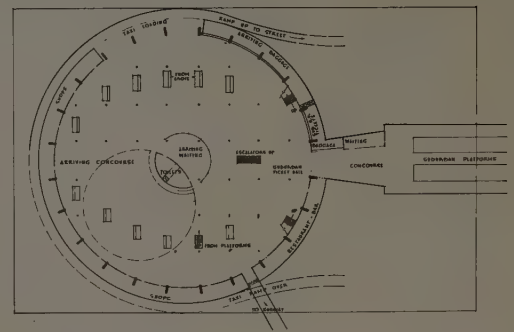


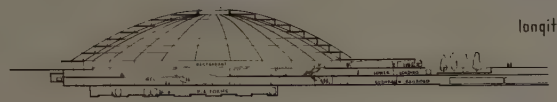


plan at ground level



cross section





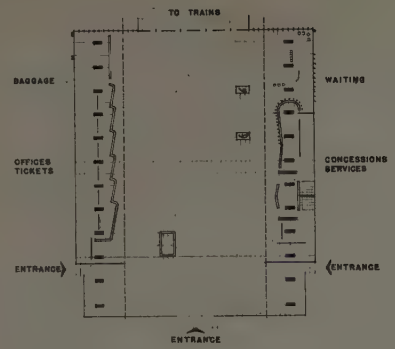
longitudinal section

plan at level -24

lloyd warren scholarship - paris prize

1951-52
40

edward h. shirley
n. c. state college
5 th year design
major railway station

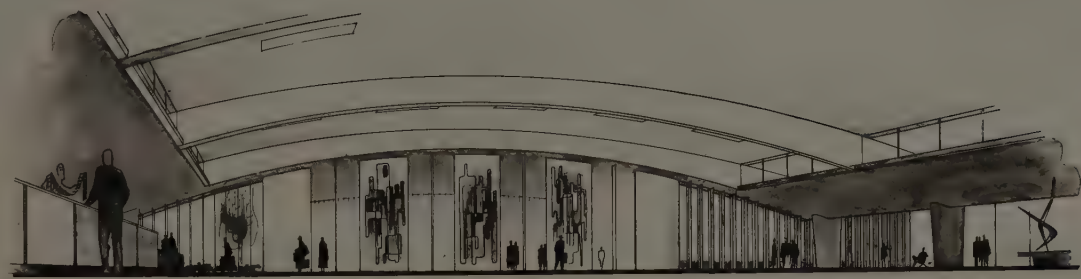


PLAN SCALE 1·32".

CROSS SECTION
SCALE 1·8"

LLOYD WARREN SCHOLARSHIP

1952



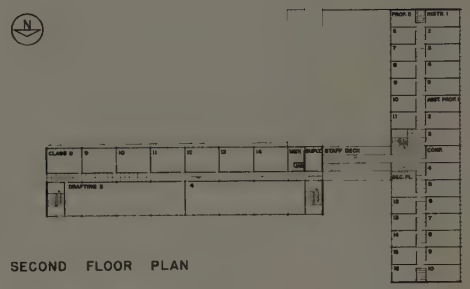
1952 LLOYD WARREN SCHOLARSHIP

FIRST FLOOR AND PLOT PLAN

SCALE 1" = 32'

PRINCIPAL STREET

SCHOOL FROM NORTHEAST



SECOND FLOOR PLAN

COURT FROM ENTRANCE

ELEVATION FROM PRINCIPAL STREET

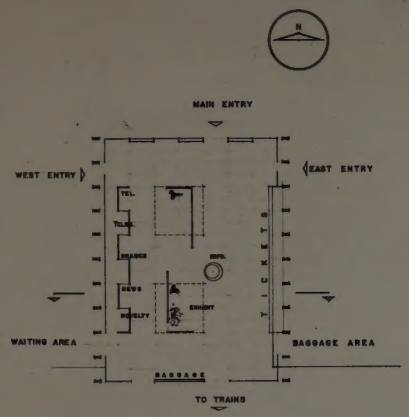
SECTION AT A-A

A UNIVERSITY ENGINEERING SCHOOL

1952 LLOYD WARREN SCHOLARSHIP

1951-52

42



FLOOR PLAN
1-32 SCALE

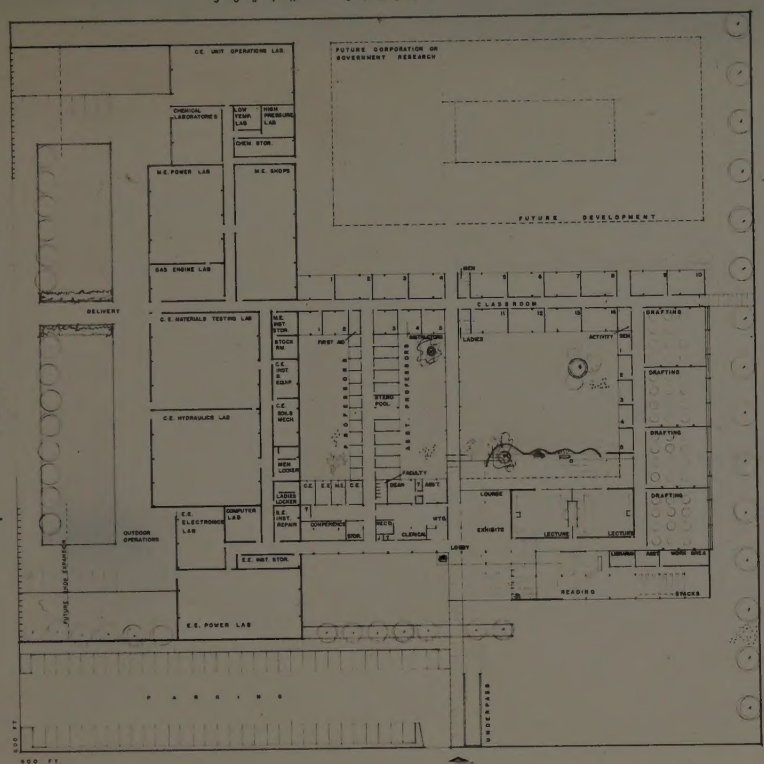
CROSS SECTION
1-8 SCALE

39th paris prize in architecture

NORTH CAROLINA STATE COLLEGE
school of design

43

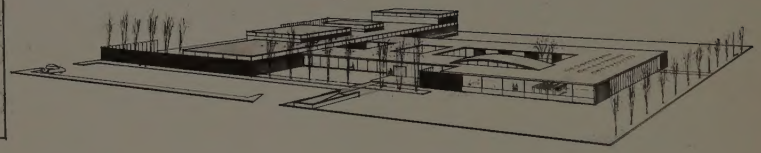
1952 LLOYD WARREN SCHOLARSHIP
ALTERNATE



SITE PLAN · FLOOR PLAN
SCALE 1" = 32 FEET

NORTH ELEVATION FROM MAIN CAMPUS

CROSS SECTION



PERSPECTIVE FROM NORTH WEST

a university engineering school

39th paris prize

1951-52
44